

SASKATCHEWAN *Digest*

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Saskatchewan Government Air Ambulance Plane



DECEMBER, 1948

• *News Trend*

BY CHRIS HIGGINBOTHOM

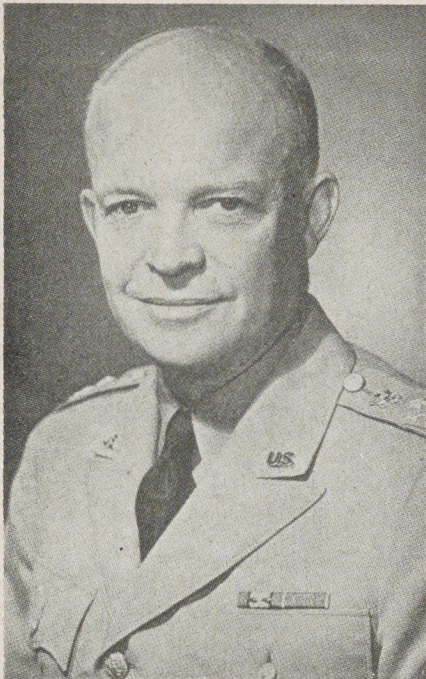
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SASKATCHEWAN

Digest

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Thank You Friends . . .

Normally, Saskatchewan Digest will not carry an editorial page but on this occasion, we feel that it is desirable for us to deviate from this policy long enough for us to extend our sincere thanks to all of you for the support you have given and which has made the Digest a possibility.



The Saskatchewan Digest was first published for November of this year. This is the second issue. Notwithstanding the magazine's extreme youth, the paid-up circulation stands today in excess of 25,000 copies per month.



In the months to come, we have every hope of building it into a much larger magazine. It is our desire and intention to honestly interpret the Saskatchewan scene for you, regardless of where you may live.



Last month, our President explained why we have held a contest. As he pointed out, we have merely taken much of the money that ordinarily would have been paid out in subscription sales commissions and we are giving it back to you through a contest. Because we are doing business directly with you, we have found it possible to provide you with a monthly magazine at a low, pre-war subscription rate.



Once again, we would like to express our sincere thanks to you, our business associates, and we trust that the happiness that you may find during the Yuletide season will be but a prelude to a new year of contentment and prosperity.

Merry Christmas !

Chief Muskeke-O-Kemacan

OF FORT SAN

by FRANK FROH

Reproduced from The Valley Echo

IN 1935 when the Bands of the Qu'Appelle, the Pasqua, Piapot and Standing Buffalo, made Dr. R. G. Ferguson an Indian Chief, it was an honor they paid for his sympathy, kindness, understanding and healing to their people.

Just what in fact had Dr. Ferguson done among the Indians?

Shortly after becoming Medical Superintendent of the Saskatchewan Sanatorium at Fort Qu'Appelle he became interested in the health of the Indians on the reserves adjacent to the sanatorium. In 1921 he made a survey of the Qu'Appelle Indian Residential School—tuberculosis was really a great problem among the Indians. He found infection was universal at school age and that suppurating neck glands were a prevalent manifestation of tuberculosis among the children. His experience with these school children and later among the reserve population set him on the way to the epidemiological study of tuberculosis among the Indians of the Canadian Plains. In 1925 he enlisted the aid of the National Research Council of Canada in carrying out this investigation. In this investigation he found that the Indians, a non-tubercularized race, after coming in contact with the tubercularized white man and being segregated on the reserves following a nomadic life on the prairies, experienced an acute tuberculosis epidemic which reached its peak and began to wane in the short span of

three generations, while the tuberculosis epidemic among Europeans covered a period of several thousand years. So here the Doctor had in very accelerated motion a study of tuberculosis epidemic, which recapitulated in a short period what very likely happened during the much longer period of tubercularization and tuberculosis epidemic among Europeans. Dr. Ferguson gave his paper "Tuberculosis Among the Indians of the Great American Plains" before the Fourteenth Annual Conference of the National Association for the Prevention of Tuberculosis held at London, England, in 1928. His pet research the rest of his career would be the problem of tuberculosis among the Indians.

In 1930 through the co-operation of the Indian Department, the National Research Council and the League, he succeeded in having the Indian Department set up "The Qu'Appelle Indian Health Unit," comprising the File Hills and Qu'Appelle Agencies. This health unit was set up as a demonstration unit to apply anti-tuberculosis measures already a part of the League's program among the non-Indians of the province. Dr. A. B. Simes was appointed Medical Superintendent of the Unit, and Dr. Ferguson was made Local Director of Research. The unit was to demonstrate what could be accomplished by an intensive effort to reduce the incidence of tuberculosis among the Indians comprising this Health Unit. Vari-

ous medical studies were made in conjunction with the National Research Council, clinical studies, radiological studies, the typing of the tubercle bacilli causing the disease among the Indians, whether human or bovine, housing studies, nutritional studies and various other related studies. The results of segregation of active cases that were infectious, and the surveys of this area to discover these spreaders, were revealing. The death-rate in the Health Unit due to tuberculosis was reduced to less than one-half the rate which obtained among the Indians of the entire province.

When in London in 1928 the Doctor was already interested in the much debated subject of B.C.G. Vaccination against tuberculosis. Upon return to Canada he studied every article available on the subject. Why not use this vaccine which by the test of a few million vaccinations in European countries was proven to be safe and harmless and whose efficacy was the cause of so much debate, in a study to determine its value among infants of this primitive race, a race which showed little acquired or natural resistance to tuberculosis, and which only recently had passed through a great tuberculosis epidemic? He approached the Indian Department and the National Research Council with a plan for carrying out this study among the infants of the Qu'Appelle Indian Health Unit—early in

1933 this vaccination was begun. It will appear shortly in the British Medical Journal "Tubercle." The findings show that this vaccination of Indian infants has been a very valuable adjunct in the anti-tuberculosis program, and have set the Indian Department on a program to vaccinate every Indian baby born in Saskatchewan and many areas elsewhere in Canada.

At the Annual Meeting of the League on July 30, 1948, Dr. Ferguson left with us the observation that if the Western Provinces which have a higher proportion of Indian population than other provinces, hope to stay in the race for the lowest tuberculosis death-rate in Canada, they will have to give every co-operation to the Indian Department in its program, for unless the tuberculosis problem among the Indians is solved, the tuberculosis problem for the provinces will not be solved. Indications were that where an advanced program of prevention and treatment are applied among the Indians the results are very encouraging.

When the Chiefs of the Valley gathered their bands together to confer on Dr. Ferguson the honor of the title "Chief Muskeke-O-Kemacan" they felt in their hearts that they had a "Great White Physician" working sympathetically, kindly and with much understanding in their interest—as indeed they have had during all these years.

"BUT NATCH!"

A forest ranger in Alberta frequently saw an Indian chief riding his horse up the canyon trail, his wife trudging along behind him. "Why is it?" the ranger asked one day, "that you always ride and your wife walks?"

"Because," was the solemn reply, "she no gottum horse."

SPOTLIGHT ON MINERALS

Condensed from The Saskatchewan News

MINERAL development is one of the big answers to Saskatchewan's economic problems.

It stands as a great potential stabilizing element in an economy which has long been plagued with instability because of a lack of diversity.

Throughout Saskatchewan's history, agriculture has been the economic mainstay. But, because of its dependence on weather and market conditions, reliance on agriculture has brought Saskatchewan people wide variations in income and staggering burdens of public debt.

Saskatchewan's mineral development has been slow but steady. In 1905, total mineral production amounted to \$500,000. During the following 20 years annual production climbed to a value of \$1,075,000, and this was slowly tripled during the decade 1925-35 to reach an aggregate value of \$3,816,943. From 1935 on, however, production records began to topple annually. In 1946, the total value of mineral recovered was \$25,812,723, and expectations are that the 1947 figure will reach \$32,339,000—a 25 per cent. increase over 1946.

Although recent progress has been favorable, the future promises something much more impressive. Under the province's northern apron—the ancient pre-Cambrian shield—lie unknown reserves of gold, silver, nickel, copper, zinc and other precious metals. The total value of metallic mineral recovered in 1945 was \$18,164,036, and the 1947 figure showed a 50 per cent. increase over

this, with a total value of \$27,077,624 produced.

Radio-active minerals are under strict control by the Atomic Energy Control Board at Ottawa, but wartime regulations restricting exploration and development operations for this type of mineral to government enterprise have been removed. Extensive work has already been undertaken in this field at Lake Athabasca by the federal government and deposits have been reported to exist in the Judique Lake district of the Flin Flon area.

Of growing importance is Saskatchewan's Lloydminster oil, which, in 1947, exceeded all previous production records. Total output for 1947 was 535,033 barrels—four times the production recorded in 1946. In all, 168 wells have been drilled at Lloydminster, and it is expected that more than 150 wells will be drilled in 1948.

Coal is also taking an increasingly prominent place in the province's production line-up. Output in 1947 amounted to 1,570,655 tons, as against 1,522,720 tons during 1946. The trend in coal mining in Saskatchewan is toward greater mechanization and development through the more profitable strip mining operations, rather than by underground mining methods.

Another maturing Saskatchewan industry is the new \$1,000,000 salt development which will be in production this summer. The agreement between the Prairie Salt Company and the provincial government

signed in the latter part of 1946 calls for the completion of a 25-tons-per-day salt recovery plant to be in operation this month.

The Provincial Government has taken a direct hand in the development of some of these resources, and through the operation of the Saskatchewan Minerals Corporation has established at Chaplin the largest and most up-to-date plant in the world for the dehydration of sodium sulphate.

In preparing for an ever-increasing expansion of all possible phases of mining and industrial development, the mines and industrial development branches of the department of natural resources are being reorganized and enlarged, and long-term plans are being worked out to encourage prospecting, exploration and development. To achieve these goals the department has launched five basic programs:

First, there is the prospectors' assistance plan. It provides for free transportation, loan of equipment, free mining licenses, free recording of claims, and free assays. In addition, a prospector making a find benefits by a cash award paid to him by the government in relation to future work done on his claim at any time in the three years following the staking. Awards are based on the amount of diamond drilling and underground development.

Second, the government is prepared to grant full protection to exploration interests in the pre-Cambrian areas in return for stipulated expenditures and development work.

Third, royalty rates have been greatly reduced on the small producers as an incentive to bring properties into production.

Fourth, a provincial geological survey has been formed to supplement the work of the Dominion geological survey. Six survey parties have been sent into the field this summer under the direction of W. James Bichan, director of mineral resources.

Fifth, is the work of the industrial development branch. It was organized to carry out research into the province's natural resources potentialities.

It is the contention of the government that the intelligent planning of economic development is essential to the welfare of this province and its citizens.

While agriculture will, of necessity, remain the predominant economic factor in Saskatchewan, development of minerals and industry will relieve it of some of its economic responsibilities: minerals and industry are beyond the reach of the spectre of drought which nature holds over agriculture.

PROOF POSITIVE

Clerk: "This medicine is certainly powerful—the best stuff we ever had for the liver."

Customer: "Well, can you give me any specific reference—I mean someone who has taken the medicine with good results?"

Clerk: "Well, there was one old man down the street who took it for his liver for three years."

Customer: "Did it help him?"

Clerk: "He died last week. But they had to beat his liver with a stick for three days after he died before they could kill it."

PARKS LEAGUE

Western Cradle of Hockey

An Original Digest Feature



WHAT has been described as "the biggest hockey league in the world" exists in Regina. While complete records are not available to prove the point, the fact is fairly certain that the Regina Parks Hockey League is the largest of its kind to be operated under one head. Moreover, many of the brightest names in the star-studded rosters of modern hockey rose from obscurity via the Parks League.

The Regina Parks League is not new. Actually it began in 1927 but this year the League celebrates its twenty-first anniversary by preparing for an all-time record season. Last winter 143 hockey teams participated in the League's schedules!

The League is part of the recreation division that comes under the jurisdiction of the Parks Department of the city of Regina and the operations of the hockey league are supervised by Jack Staples, director of recreation for the city. Last year the recreation division operated 13 supervised skating rinks; 9 supervised open air hockey rinks and 20 unsupervised skating rinks for the children of Regina . . . 42 in all! Seven of the hockey rinks are used by the Parks League for hockey while two others are in use by high schools operating their own schedules.

Each hockey rink maintains its own schedule covering six classes of hockey. First there are the Mite "B's"—boys from six to ten years; the Mite "A's" for boys of eleven and twelve; the Bantams up to fourteen; Midgets of fifteen and sixteen;

Juveniles, seventeen and eighteen and Juniors covering young men of nineteen, twenty and twenty-one. With six teams per rink on the go regularly on seven rinks there is a total of 42 schedules in operation at all times. In fact, there's an average of 30 games per week night throughout the winter. All games are played on regulation size ice surfaces 180 feet by 84 feet.

Early in February the League will begin its play downs with the winners of each class, from each rink, meeting for the city-wide championships. To get the play-offs over in the minimum of time, more than 70 games will have to be played.

Once a week, during the season all players in the Midget group, representing seven Midget teams in the city, have the opportunity to play in an all-star Midget series. These games are played each Monday night, under cover, at Queen City Gardens. The opposing teams are made up of the star performers from the Midget organization and the all-star aggregation winning the special series will be selected to go into the provincial play downs representing Regina.

While the League is a tightly-knit organization covering most of the youngsters in the city, it does not duplicate the work of those operating Pee-Wee hockey league schedules. In fact it serves to supplement this type of work. In the Parks League, teams do not name their clubs and players after National Hockey League prototypes as

do Pee-Wee clubs. The Kinsmen's club of Regina, however, do maintain a Pee-Wee League and Ranger Bell, chief supervisor of the Parks League, assists them in selecting players and operating the Pee-Wee schedule. One stipulation has been laid down by the Kinsmen to assist in co-relating hockey activities in the city, that is that all Pee-Wee players must hold membership in the Parks League to be eligible for the Pee-Wee League.

To adequately maintain the numerous open air rinks for hockey, as well as for children's skating, the Parks Department keep a full-time, paid staff of employees.

Regardless of the weather, every effort is made to keep the rinks open and the games played on schedule. Even one night's postponement creates chaos in schedules. For this reason the Parks Department gives the hockey rinks first priority in the recreation maintenance work. Rough weather doesn't bother the children greatly and there are many instances of the children showing up for games in sub-zero weather and insisting on helping to clear snow off the ice so that they could get on with their hockey.

And how do Regina boys get on the various teams? Well, to simplify organization, the boys actually apply for enrolment through their own schools. They make application in writing and they must have their parents fill out a form giving consent. Teams are drawn up from the names provided through each of the

city's schools and although the teams do not represent the school in question, the boys do play mostly in their own neighborhoods. To overcome the problem of having some teams packed with strong players, while others remain relatively weak, the recreation division assumes the privilege of distributing the stronger players evenly throughout the League in the various classes. Such arrangements give all the players an opportunity to do their best work on well-balanced teams and has resulted in increasing enthusiasm on the part of the youngsters themselves. Last year more than 3,000 applications were received from hockey-conscious boys in Regina with an eye to the potential of our national game as the basis for a good career.

The question is often asked, "Do these boys' hockey leagues produce any worthwhile players?" Jack Staples, the League director was asked this same question the other day.

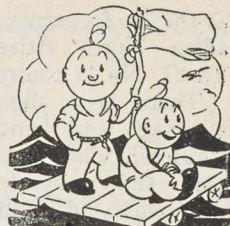
"I don't know about all such leagues," he replied, smiling, "but this one has produced plenty of outstanding stars in the game. For instance, there are such fellows as Murray Armstrong, Harold "Mush" March, Grant Warwick, Scotty Cameron, Frank Mario, Joe Craveth, Kenny Smith and Fernie Flamman. In fact," he continued, "there are over 30 players in the N.H.L. or its minor league affiliates who originally came from the Regina Parks Hockey League. And believe me, there'll be many others every winter in the future!"

Mrs. Jones: "It's strange, but some people never see any faults in their children."

Mrs. Brown: "That's true. I'm sure I should see any faults in mine right away—if they had any."

North TO CHURCHILL

by PETER McLINTOCK



ON July 25, 1948, the sturdy cargo steamer "North Anglia" belonging to the Dalgliesh Shipping Co., set sail from her home port of Newcastle-on-Tyne in England for the Hudson Bay port of Churchill.

Sixteen days later, her holds were opened in the northern Canadian port and on the dockside was unloaded a substantial cargo of tractors, diesel generators, automobiles, whiskey, glass, chinaware and other merchandise.

This was by no means the first cargo which had been brought into Churchill, but it may turn out to be one of the most important. The Saskatchewan government, the Hudson Bay Route association and western Canadian firms all co-operated to bring the cargo in. And in September one of the firms—the Regina store of the Robert Simpson Western Ltd.—issued a lengthy statement indicating they were highly pleased at the results of the experiment of bringing merchandise in via Churchill rather than by Montreal. The firm also gave a breakdown of their costs involved in shipping by the Bay, and these figures give positive proof that the Bay route is quicker and cheaper than the St. Lawrence route, as far as western Canadian firms are concerned.

Simpson's Regina store received about 30 tons of the cargo valued at nearly \$125,000 and consisting mainly of glass, china, wearing apparel, toys, carpets and linoleum. Regina shoppers had a good look at the mer-

chandise when it went on sale, as the store featured a big window display of the goods, along with the wooden crates in which they had been shipped, each plainly stencilled in black, "via Churchill."

The breakdown of the firm's shipping costs was made by its Regina traffic and customs department, and the final figures hold out strong encouragement for further and more extensive use of the Bay route for shipping goods into western Canada.

The "North Anglia" sailed from England on July 25, reached Churchill on August 9. The cargo was unloaded on August 10 and Simpson's shipment arrived in Regina on the morning of August 16—just 22 days after the date of sailing from England.

A review of cargoes shipped to Regina via Montreal showed that the average time such a cargo takes to come from Manchester, Liverpool or London, is 27 days. So five days were saved by shipping by the northern route. The reason for this isn't hard to find. Most children in these parts are taught in school that England is 1,000 miles nearer western Canada via Hudson Bay than it is via Montreal and the St. Lawrence.

In the matter of costs, Simpson's found that wharfage and handling charges at Newcastle-on-Tyne are the same as at any other British port. Ocean freight rates to Churchill are exactly the same as to Montreal, because this year the northern port was put on the same schedule

as the St. Lawrence ports—the Canadian North Atlantic Westbound Tariff, No. 3 contract rates.

There is a slight difference in wharfage and handling charges at Churchill when compared to Montreal, the firm found. Churchill rates work out to about $5\frac{1}{2}$ cents per 100 pounds, against Montreal's $4\frac{3}{4}$ cents. The higher rate at Churchill can be attributed to the fact that the port's operating season is very short at present. As a result, operating costs are much higher. However, it is felt that when the shipping season at Churchill is extended and more ships make use of the port, these operating rates will come down to the level of the St. Lawrence port rates.

Marine insurance rates are also higher on cargoes brought in via the Bay than on those which come up the St. Lawrence. The Churchill rates are the same as Montreal, but plus an additional "extra route" charge of 50 cents on every \$100 worth of cargo.

But the big saving for western shippers comes in rail freight costs. To ship 100 pounds of first class merchandise from Churchill to Regina costs \$2.86. To ship the same amount to Regina from Montreal by rail all the way costs \$4.33. If shipped by rail to the Great Lakes, then by ship, then by rail again to Regina, the rate is around \$4. This means that there is a saving of from 1.2 to 1.5 cents in rail freight charges on every pound of merchandise shipped in through Churchill.

Adding up all the figures, Simpson's found that on every \$1 worth of merchandise they brought in via the Bay, they saved from one to two-and-a-half cents over what it would have cost to ship the same stuff in via Montreal. And the report points out that another half-cent can be added to these figures

when the marine insurance rates are brought down.

There is still much work to be done, however, before the Bay route can be considered a paying proposition and can enter into competition with other Canadian ports. The Simpson's study points out that the development of the route now depends on two factors—an extension of the period of navigation allowed by the marine insurance underwriters, and the lowering of the marine insurance rates.

In connection with the length of the season, this year the first cargo ship entered Churchill on August 9, and the season officially closed on October 15. In the short time the port was open, 35 ships docked at Churchill, of which 15 were ocean-going cargo vessels, which hauled more than 5,000,000 bushels of wheat to Europe.

So that this year the port was only open for a little more than two months, which is about the normal season allowed. Yet the Hudson Strait expedition report of 1927-28 said:

"Taking July 19 as an opening date for the strait and November 16, when ice was first reported in 1927, we get a season of 120 days or practically four months, during which commercial vessels could have navigated with safety and without the assistance of ice-breakers."

To see what steps can be taken to meet these two problems—the length of the season and the insurance rates—the Hudson Bay Route association, the Saskatchewan government and representatives of western firms, including Simpson's met in Regina in October. They will press on for an extension of the season and a lowering of the rates, so that the Bay route can take its rightful place as one of the main arteries of Canadian trade and commerce.

Ken Liddell's *Country Club*

Condensed by Permission from The Regina Leader-Post

HAVE you given much thought to this province of yours, where you work and play and grumble so much?

When you consider that it is only 43 years since the ball got rolling in 1905, the achievement has been remarkable.

And look what has been done in that short span of years. Great farming areas have been developed. The northern frontier has been pushed back so people can knock around in the rocks looking for minerals.

The axe has been heard in the forests and people in New York eat fish from the lakes.

And from all this has been developed seven cities, each with its own niche in the economy of today.

There are those in Canada who look upon Saskatchewan as being in the middle of nowhere. They like to ride through it on the train at night because they say it is monotonous. Monotony also comes when you get tired of your own company.

In Saskatchewan what became cities were at the outset parking spots for Red River carts. They eventually acquired some outside trade and commerce, but there was never the population and never will be for them to be self-sustaining.

There are the other resources that were mentioned, but agriculture has been the mainstay and the green acres the bread and butter of the cities.

Picture the wonderful things that go on in that six inches of soil. It has built homes for people who wouldn't know a combine if they saw one and have trouble distinguishing between wheat and oats.

It has laid their pavements so they can run their trams and buses to their fair grounds where the thrill rides on the midway and the girls dancing on the platform draw more interest than the cows in the stables and the grain in the exhibit bottles.

It's a funny time to be talking about city fairs, but when they are over the farmer goes back to his fields and the stockman back to his pastures, and the other patrons who went home from the grounds on the street cars think of them only when their land dries and blows around and darkens the sky, or the price of beef goes up.

Somebody the other day wrote a piece for the papers about all the national weeks that are celebrated. They have a Farm Week in Saskatchewan. But only people who get to know about it are the farmers. They get together, generally in January, at Saskatoon where they have university facilities and speakers, and learn how to make things tick a little more smoothly.

It's a week that in this province could outrank all the other weeks others promote, generally for their own good, but the people who get the most out of Farm Week in the long run are those who do the least about it.



Memorial Avenue

by JEAN JARVIS

Citizens of Yorkton, Saskatchewan, have Created a Living Memorial to War Dead, Designed to Bring Beauty and Comfort to That Prairie City.

IN the beautiful little city of Yorkton, on the boundless prairies of Western Canada, there is a living memorial, dedicated to the men of that area who lost their lives, in the wars of 1914-1918 and 1939-1945. It is unique of its kind in Canada, perhaps in the world.

When the plan of the avenue was laid before the City Council for their approval and co-operation, they heartily gave it. They set aside a private avenue, 1800 feet long leading to the cemetery gates as the place most appropriate for it.

Every tree planted, was to represent a monument to a particular soldier, sailor, airman or nurse, of this district, who had lost their lives in the great wars or any who had taken part in the wars and were since deceased. It was financed by nominal subscription received from the next of kin or personal friend of the dead hero. This included perpetual care of the tree, a guard which carries a brass plate, three by six inches in size, engraved with the name, rank, battalion, honours and the place of the death of the soldier. It also carries the relationship of his next of kin who planted the tree thus giving the avenue its name: THE NEXT OF KIN MEMORIAL AVENUE.

This is thought to be one of the great beauties and sacredness of the inscription on the plates, the relationship maintaining the connection

between the living and the dead. Ownership of a tree creates a sentiment of nearness and kindredship. It is seen at once it is an Avenue of LOVE not of DUTY. This linking of the next of kin marks it out from all others as unique. It emphasizes it was not only the soldier who sacrificed, who suffered, that not only on the firing line were heroes, but that our Empire was filled with countless heroes who had given of their best. Memorial Avenue is a continuation of one of the avenues of the city leading to the cemetery gates. After passing through the gates it follows to the Soldiers' Plot which is the focal point of the cemetery.

In the centre of it stands the Cairn made of rough native stone gathered from the banks of the South Saskatchewan river most of them by returned veterans. It is eleven feet high surmounted by a white marble cross, a tablet set into the stone shows the inscription, "Our Glorious Dead." It is surrounded by a curbing about 25 feet in diameter, between the curbing and the Cairn a bed of red, white, and blue flowers are kept flowering from early spring to late autumn. As more names came in other avenues had to be planned, they lead off from the Cairn like the spokes of a wheel to every part of the cemetery. Those avenues are all suitably named after distinguished generals, and also after major battles in which Canadian Forces took part.

The engraving on the plates of the trees teach history: the names of the regiments show they were literally from the ends of the earth. There are representatives of our Empire across the sea, our American Kindred, our Allies on the defensive flank, standing in the common cause of freedom. You are reminded, too, of the various scenes in the grim struggle. The horrid salient of Ypres, Vimy Ridge where the Canadians found themselves in fullest force, the awful Ridge of Passchendaele, Arras, the Dardanelles, all down the dreadful list from Mons to Mons. Another outstanding feature on the plates are the ages, nearly all in the flower of youth.

The Soldiers' Plot creates deep reverence as if on holy ground, its many headstones, its velvety lawns, its cared for beauty emphasizes reverence. A flagpole to the right of the Cairn carries the Union Jack. Poppy seed gathered from the battlefields of Verdun by the Horticultural Society of France was sent for this Avenue at the request of the French Minister of Agriculture. Some of the names on the plates are of universal interest. One tree was planted by a veteran Marine in memory of the men of the Royal Marines who fell in the battles of Jutland and Zeebrugh. The certificate of this tree was sent to the H.M.L.L. in London, England, in acknowledgment of which they sent bulbs of Iris and Daffodils to plant around the tree in recognition of the two gun boats who took such a successful part in the victory.

A young boy asked if he might plant a tree for his Dad who was killed in the Boer War. This tree is also in the Avenue. When the idea of this Avenue became decisive, letters were written to the relatives of the enlisted men of this district giving them the details of the memorial.

These letters were answered by sentiments of co-operation and approval. Fifteen months of arduous incessant effort resulted in the opening of "Our Road of Remembrance" in June, 1923, when the dedication took place. The Roll Call mentioning each soldier individually was read by a Brigadier General as representative of the Minister of Militia and Defence. The resolve of the City was read by the Mayor:

"The citizens of this City here assembled on Remembrance Day silently paying tribute to the Empire's Sons who have fallen in the fight for freedom, resolve to do all that in their power lies to achieve the ideals for which so great a sacrifice has been made."

It was estimated that 8,000 stood in silent reverence while 266 elm trees were dedicated to the memory of the heroic dead. There were many notables on the platform, Overseas Nurses dressed in their worn uniforms, many of them wearing decorations, a Lt. Colonel wearing his D.S.O., M.C., was master of ceremonies. Every walk of life was represented by the invited guests. The setting was perfect: the wide open prairie, the masses of humanity surrounding the seats of the next-of-kin, the music of many bands, the singing of massed choirs, the presence of armed men, the flash of uniforms and decorations, the flutter of flags, the Boy Scouts, one of whom stood at every tree placing on it a small Union Jack. The addresses of men who had seen service in high military rank were most inspiring. A register has been compiled in which every military detail possible to be obtained of each soldier honoured by a tree has been entered. This register is kept in the city vaults and can be referred to by anyone interested. (Please turn to Page 40)

SASKATCHEWAN

News Trend

by CHRIS HIGGINBOTHAM

ONE move behind political scenes in recent weeks has brought virtual dissolution of the brief and fruitless marriage between Liberals and Progressive Conservatives in Saskatchewan. Based on the notion that an old party union could defeat the C.C.F. Government at the June election, this co-operative effort was too shaky and spotty to provide a base for permanent coalition. There were leaders in both camps, who thought that as a temporary expedient, it might get results but the most experienced strategists, particularly among Liberals, were always convinced the move was bad and saw nothing in the election results to change their views.

The clearest indication that the union was over, for the time being at least, came from James G. Gardiner, Federal Minister of Agriculture, when he told a Liberal convention in Regina, that the Liberal party would contest all 20 seats in the coming Federal election. His statement came at a time when Liberal prospects in the province looked brighter. A federal by-election had just been won and there was evidence the Liberal party was feeling more confident than at any time since the provincial defeat of 1944.

Unlucky Party

Few informed Saskatchewan Progressive Conservatives were surprised when John G. Diefenbaker, member for Lake Centre, lost out in

the leadership race for the National party, to George Drew. Most of them regarded it fatalistically, as another example of the ill-luck that has dogged the party provincially for many years. In Diefenbaker, the National party had the chance to pick a comparatively young, colorful and able political leader, one who might have been a strong factor in rebuilding the party in the West. The party, however, was fixing its hopes on the East, with emphasis on gaining support of the Union Nationale in Quebec. Diefenbaker didn't stand a chance.

Now, with the party as a whole faced with at least a reasonable chance of winning the Federal election, the Saskatchewan adherents are looking to their own difficulties. No Conservative, as such, has been elected to the Saskatchewan legislature since 1929 and the party has only one member in the Federal house.

Assuming the party can build an effective organization in the province—and there are many outstanding men in its ranks capable of doing so—it has to consider Social Credit. This party, rightly or wrongly, believes it is the only party battling for its version of private enterprise, a role, it concedes, which once belonged to the Conservatives. Social Credit, so far, has won no elections but, as a growing party, it believes it may eventually supplant

Conservatives as the opposition provincially, to both Liberals and C.C.F., both of which it regards as socialistic. Despite these difficulties, the Conservatives are looking toward 1949 for a change of luck.

C.C.F. Chances

The C.C.F. Party is putting on a determined effort to keep its gains in Saskatchewan in the next Federal election. It is taking no chances on being caught by a surprise election announcement and in only three constituencies has it not yet nominated candidates. At present, it has 18 members in parliament, out of a total of 21 but this total will be cut to 20 by the new redistribution of constituencies. The Liberals have only one member and the Progressive-Conservatives, only two.

Atomic Action

Development of uranium ore, the stuff from which atomic bombs and energy are made, is rapidly shaping up as a factor in Saskatchewan's economic life. During the past few months, men with geiger counters have been roaming the Northern wilderness in search for radio-active minerals and some important claims have been staked. These claims have been idle until recently but new and important developments are in the making. Recently, two prospectors sold their claims for \$15,500 in cash and 300,000 shares, to a big Canadian mining company. The Saskatchewan Government, while it favours co-operative and public ownership of some industries, has thrown open the whole field of uranium and other development to private enterprise. Premier Douglas has discussed uranium development

with both the British Government and with British capital but will say only, at the present time, that the Britishers are interested.

While there has been no official confirmation to date, it is learned from authoritative sources, that well-known American and Canadian mining companies are angling for other uranium claims in the North.

Larger School Divisions

Votes are currently being taken on setting up larger school units in Saskatchewan. Two districts already voted but at this writing, the results are in doubt. The question of the larger school division is an important one in Saskatchewan, which has 5,000 rural schools, the largest number in Canada and probably in the world. The legislature, in 1944, passed an act to replace the small units with 60 larger units, in the belief that 5,000 rural districts could not work as efficiently and economically alone as they could together. Between 1944 and 1945, forty-five of these larger districts were authorized and formed by the Minister, without votes being taken. Fifteen of the still unorganized districts have petitioned and qualified for votes and it is in these areas that resident ratepayers will ballot for, or against.

Whatever the outcome of individual district votes (and even existing larger school units can ask for a vote in 1950), it is doubtful if Saskatchewan will ever go back to the small school district. Its proponents say it is a practical step toward the ideal of equal educational opportunities for all, rich or poor, and has worked well in such provinces as Alberta and British Columbia.

First Banker: "You say you're looking for a cashier? I thought you hired one last week."

Second Banker: "I did. That's the one I'm looking for."

THE NAMING OF OLD WIVES

by PETE DEMPSON

THE farmer said I could get oil for my car at Old Wives. I asked him where that was. He pointed to an elevator and several buildings, not more than half a mile away.

"That's it," he said. "The store handles motor oil. Old Wives isn't a very big place, but it's got a lot of history wrapped up in it. Then he told me how Old Wives received its name . . .

In the early days, when Indian tribes warred against the whites and against each other, the southern prairies were ideal hunting grounds. Buffalo herds were plentiful, and there was always ample water in the lakes and streams.

One summer evening a hunting party of Crees, from the Qu'Appelle Valley, northeast of Regina, was in the vicinity of where Old Wives now stands, about 35 miles southwest of the city of Moose Jaw. Its members knew it was dangerous to adventure out on the plains west of Moose Jaw, and that they were liable to attack from the Blackfeet. But the hunting was exceptionally good in this area. So they decided they would chance it.

After they had obtained a large store of meat and hides, they packed their carts and started for home. Some of them had wanted to camp for the night on the shores of a big lake nearby, as there had been no sign of the dreaded Blackfeet. But most of the hunters were nervous, and had no desire to remain longer than necessary on the dangerous ground.

As the party was wending its way along the shores of the lake, a scout brought word that a large number of Blackfeet were approaching. A

halt was called and the leaders took council.

It looked like a hopeless case, when one of the older women went to the chief.

"My son," she said, "the old women have consulted together and made a plan. We are old, of little value, and no longer fitted to be the mothers of men. Let a camp be made here. We will make many little fires of buffalo chips. When night has come, we will tend them, and then you can take the young women and move silently away. The Blackfeet will see the fires and not know that you have gone. Like the wolves, they hunt just before dawn. All they'll get will be the scalps of us old women, and they'll be laughed at in all the camps across the plains."

This plan was carried out to the letter, my former acquaintance told me. Many fires were kindled. The Blackfeet scouts watching from distant hills were satisfied that no escape was intended. When they descended on the camp with the cold gray breath of dawn, the only occupants they found were the old women, shrouded in their blankets by the embers of the fires. So incensed were they at the trick that had been played on them, that they spared not a single one of the women. And it was in commemoration of this heroic exploit that the place—and the lake—was named Old Wives.

About the middle of the last century the lake was named after Sir Frederick Johnston, a British parliamentarian, who came to the western plains to hunt buffalo. But the hamlet continues to be known as Old Wives.

Santa Claus Country

... FAR NORTHERN SASKATCHEWAN

WHEN prairie people talk about going "north" to Prince Albert, they are forgetting the real north-land of the province, that lake-strewn country of vast distances, sparsely dotted with tiny settlements, which stretches for nearly 500 miles from Prince Albert to the barren lands of the Northwest Territories.

Winter is the north's "busy season." It is then that the "cat" trains freight in practically everything required for the succeeding year.

Housewives at Island Falls, wilderness paradise created by the Churchill River Power company for its staff, order their Christmas turkeys, cranberries and other accessories a year ahead, keeping them in the community cold storage plant until the time comes to serve them piping hot on their well-appointed tables.

Gasoline goes in during the winter—food, clothing, hardware of all kinds as well. Anything, in fact, required to make existence possible in the northland.

Any program of development for the north country, involving more adequate provision of supplies, inauguration and supervision of fur conservation measures, establishment of fisheries, building of hospitals and schools, runs smack into this problem of transportation.

Despite the difficulties, a program of economic development is essential. The extreme poverty of the northern Indians, Treaty and Metis alike, the primitive and precarious conditions under which they live, the prevalence of disease among them, are factors underlining the need.

Caribou meat was the mainstay of the northern Indian, said this priest. One got tired of bear or moose meat, but caribou was still palatable, even after months and months of it. He knew, for he had lived on it for a year himself.

The Fond du Lac "father" had a garden, in a low, rocky bit of ground in front of the church. Was the soil good? He smiled, and explained

that practically every shovelful of it had been brought from the woods and sloughs, to be packed in and held in place by an enclosure of planks.

Most of the far north is too sandy and rocky for gardens, although vegetables of all varieties are grown successfully at Ile a la Crosse and other points in a clay belt that swings up through that section of the north, provided the frosts don't get them.

Blueberries and wild raspberries grow in profusion. Millions of pounds of berries go to waste, year after year.

The northland, rich in fur, fish, timber and minerals, not to mention the power going to waste along the deep, swift rivers traversing it, has tremendous possibilities. It can produce wealth, and in doing so improve conditions for the 7,000 Indians and white people living in that part of Saskatchewan north of a line drawn roughly from Cumberland House to the northern tip of Montreal Lake and on to Primrose Lake in the west.

News spreads rapidly in the northland. It has a "grapevine" all its own. Pilots of the stout little planes that range intrepidly over the north country probably do the quickest job of news dissemination. But the men in the motor canoes are not far behind. They get around, and wherever they go, they tell the bits of news and gossip they have heard. From every little settlement and camp, the news continues to fan out.

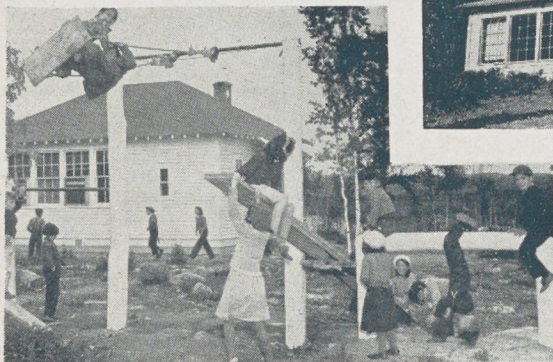
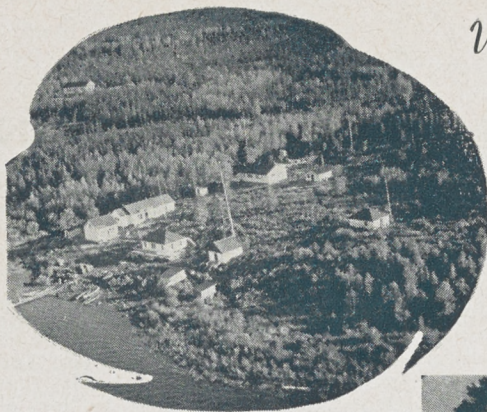
Carrying out plans for the north will require patience, sincerity and steadfastness of purpose, especially in the case of the Indians, most of whom think differently from the white man, because of their much more limited background. It takes them a long time to grasp a new idea, and still longer to work out the pros and cons.

The north may well prove to be Saskatchewan's most interesting place for the development of the province's material and human resources.

We Visit . . .

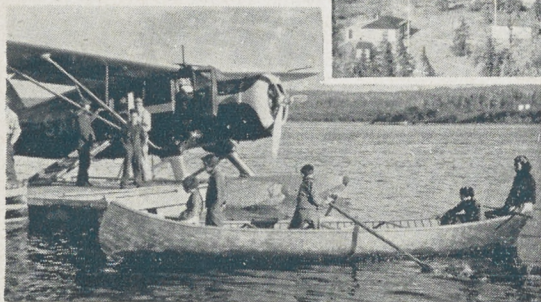
NORTHERN SASKATCHEWAN

Community life is rapidly coming to Northern Saskatchewan. The picture at left is that of the tiny settlement of Stony Rapids in the far off wilderness "North of 54."



Great progress is being made in education. At left is a modern school at Stony Rapids, while above is shown an older log school at Camsell Portage.

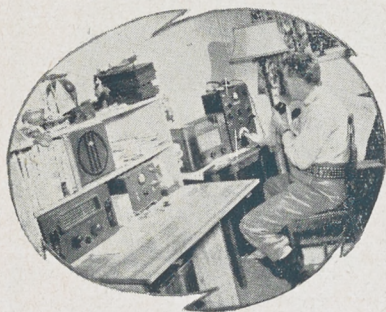
The scene below shows Indian children en route to school, by canoe, from their island home in the background. Government plane in background.



The picture above shows the remote settlement of Camsell Portage in far Northern Saskatchewan.

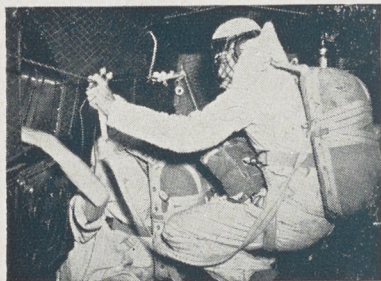
Saskatchewan Digest

The economy of the far North is mainly based on fishing and trapping. Picture at right shows fishermen casting their nets through a hole in the ice.



Communication problems are always acute in the North. To assist in overcoming these difficulties, the Saskatchewan Government maintains short wave radio facilities, as seen in picture at left.

The aeroplane has speeded up development of Northern Saskatchewan and the vast area north of Prince Albert is now regularly served by planes, operated by the Saskatchewan Government Airways. Planes at right are based at Prince Albert.



The Terror of the North, as in all wooded areas, is Fire. To combat the menace, the Government maintains parachute fire fighters, shown at left, preparing to make a jump from plane.

Lower left is a view of Stony Rapids, where dogs are being flown (right) to points still farther North. Dogs, once main means of transport, are now giving way to modern aircraft.



Coast to Coast --



A Merry Christmas

EATON'S

OF CANADA

1 9 4 8

MELVILLE ...

Saskatchewan's Largest Town

by KEN LIDDELL

MMELVILLE, largest town in Saskatchewan, has found its second wind at 40.

For years Melville depended upon the railway as its financial mainstay, but after weathering the depression it saw the potentialities of small but many farms that surround it, and today it finds that between them the railroaders and the farmers balance a pretty prosperous scale when it is tipped to the future.

Melville began in an odd way. The settlers came to it to meet the railway, a reverse of the usual procedure in Saskatchewan settlement.

There were railways to the north and south of Melville when the Grand Trunk Pacific was projected from Winnipeg to Saskatoon. When it appeared Melville would be a divisional point, settlers flocked from all points and growth was like a mushroom after the storm.

In 1944, the population was 4,400, pretty close to a city status, and it has climbed since.

When the old G.T.P. folded Melville became a divisional point on the main line of the Canadian National Railways. For a quarter of a century it was a lively railroad town.

Late in the twenties the railway clerical offices were moved to Saskatoon and Melville remained a focal point for the running trades. But the railway, along with everything else, was riding the same boat during the dirty thirties and Melville found sledding so tough that at one point it was under an administrator.

It made its comeback, however, and in the past 15 years it has de-

veloped itself into one of the most prosperous of mixed farming areas in the province.

Farms around Melville are, chiefly, occupied by men and women who came originally from Europe, and they are operated in the European fashion which sees a small farm making a family fully self-supporting.

Growth was slow, but it was firm. And as these farmers live and work on their land the year around, it is a 12-month proposition for Melville.

And it is no drop in the bucket from which Melville draws, either. It is a deep well. In the area surrounding Melville it is estimated there are 5,900 farms, 21 towns and villages in 15 municipalities.

For Melville this spells dollars and cents in capital letters. The three produce plants in the town have an investment of half a million dollars. These plants pay out \$6,000,000 annually for dairy and poultry products.

Stock shipments through Melville are valued at \$3,000,000 a year.

The Melville mill handles 1,000 bushels of wheat daily in its busy season and the two elevators ship out 297,000 bushels of wheat; 106,000 bushels of oats and 9,500 bushels of rye.

And for any proof that Melville is a good place to stay, or to go back to, one only has to look at the record of its servicemen who returned in great numbers and played a big part in putting up the \$300,000 invested in new commercial enterprises in the past two years.

This is MELVILLE...



The town of Melville was first incorporated as a village in 1908. By 1910, there were 1,750 inhabitants in the community. Today, with nearly three times that population, its smart stores and wide streets provide a shopping centre for residents of a large surrounding area.

The picture at the right shows the Post Office (left) and modern theatre. The town water tower in the background is a landmark for miles around. The picture below centre shows a typical Melville residential district.

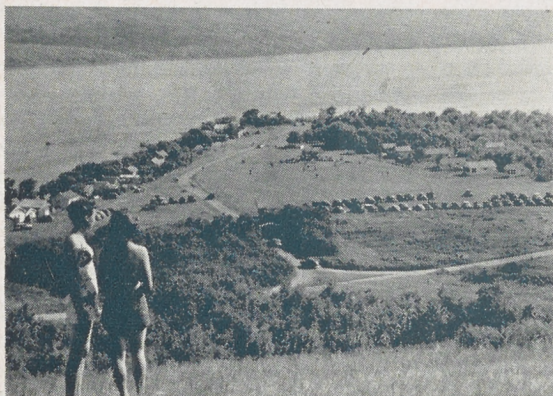


While the Melville district depends greatly on agriculture, railroading is an important local industry. The town is a divisional point on the C.N.R. main line and derives a large annual pay roll from this source.



The Melville area has become noted throughout the West, for its purebred Shorthorns. Some of the province's outstanding cattle breeders come from Lorie, Lemberg and Abernethy, all in the Melville district. Baby Beef Clubs (see cut) are very active in the district.

The population of Melville and the surrounding area is cosmopolitan and the earlier settlers represented many European countries. The farmers are industrious and prosperous, a fact that is reflected in two outstanding Ministers of Agriculture, who came from the district — the late Hon. Dr. Motherwell and the Rt. Hon. J. G. Gardiner. Right is typical district farm home.



Melville people work hard and play often. In winter, they are hockey and curling-minded. In summer, they flock to Melville Beach, a lovely summer resort in the nearby Qu'Appelle valley. The beach (see cut) draws many tourists from the Northern United States.



Sodium Sulphate Reservoirs at Chaplin, Sask.

SALT OF THE EARTH

An Original Digest Feature

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IT was Lot's wife who, in Biblical days, looked back and turned into a pillar of salt. Today Saskatchewan citizens are seeing thousands of tons of native salt being turned into gold. As the future keystone of the industry, the province has constructed what may become the largest sodium sulphate recovery plant in the world.

Many people who have visited western Canada are familiar with the numerous, alkali-crusted lakes and sloughs found in many parts of the prairies. These tracts of salt which were at one time considered valueless now represent wealth and

plenty of it. In fact, they form, collectively, a very large part of the world's supply of natural sodium sulphate.

Almost all of the sodium sulphate produced in Canada comes from Saskatchewan. During 1947 over 162,000 tons of the mineral were produced by four recovery plants in the province. The market value of the output totalled more than \$1,500,000 and in itself represents a record year for the native, Saskatchewan industry. The estimated potential reserves of sodium sulphate in Saskatchewan total around 60,000,000 tons. This is said to be

enough to last for 200 years, at normal production rates, based on the recoverable portion of the reserves.

The presence of sodium sulphate deposits has long been recognized as an asset to the province. Development of the alkali resources actually started some thirty years ago. Progress, however, was slow mainly because of the comparatively limited uses of the mineral. At the outbreak of World War II, four private companies were engaged in the industry. These were the Midwest Chemical Limited of Palo, with a plant at Whithore Lake; the Horse Shoe Lake Mining Company Limited at Ormiston; the Natural Sodium Products Limited at Bishopric with a plant located at Frederick Lake and Sybouts Sodium Sulphate Company Limited at Gladmar.

Sodium, as an element, is widely distributed throughout the world and forms about 2.63% of the earth's surface. When pure sodium is combined with oxygen and sulphur plus ten molecules of water, it becomes Glauber's salt, containing 44% sodium sulphate. Usually it is found, either in solution as brine, or as a white precipitate at the bottom of lakes and sloughs. There are few places in the world where natural conditions are as suitable for its formation as in the Canadian prairies and American middle West.

Generally, sodium sulphate "salt cake" is used in the manufacturing of kraft paper and in the refining of nickel. It is used extensively in making glass; in the chemical and dye industries and also in manufacturing artificial detergents in the soap industry.

With the increase in the use of kraft paper products during the metal-short war years, as well as the increased production of nickel, glass, soap powder and chemical products,

the need for sodium sulphate has become acute. Although Saskatchewan possesses a large part of the world's supply of the natural product, Canada still imports in the neighborhood of 20,000 tons of sodium sulphate and by-products each year to make up deficiencies.

Early in 1946, the Government of Saskatchewan decided to embark on a project to recover and refine the mineral. A crown company was organized for this purpose and work began on a plant at Lake Chaplin about 60 miles west of Moose Jaw. The sodium sulphate deposits at Chaplin are said to be one of the finest in the West and the plant is the first of its kind to be established in Saskatchewan. When it goes into full time production early in 1948, it is expected to handle an initial 100,000 tons per year. At this rate the Lake Chaplin deposits could last for at least forty-five years. Eventually, the plant is expected to turn out as high as 150,000 tons of salt cake annually.

The plant which opened last spring has accumulated immense stock piles of Glauber's salt since it was organized. The harvesting methods being used at Chaplin are said to be the most modern known. Full advantage is taken of natural laws to obtain the crystallized sodium sulphate in its purest form.

As an initial step in the project, three earth-dyked reservoirs one thousand feet square and each capable of holding 50,000,000 gallons of water were built. A canal one mile long was dug from the middle of the lake to a pump house located at the base of the reservoirs. During the hot summer weather the brine is allowed to run from the lake through the ditch and is pumped into the reservoirs at the rate of 20,000 gallons a minute.

It is during the hot weather that the water in Lake Chaplin, as elsewhere, reaches its maximum concentration of sodium sulphate. Thus, when the reservoirs are filled during the summer, the brine possesses the greatest possible amount of the mineral in solution. As the weather cools, the solubility of the salt decreases and the sodium sulphate crystallizes and sinks to the bottom of the reservoirs.

In the fall, just before freeze-up, the surplus water in the reservoirs is allowed to flow back into the lake, leaving a deposit of Glauber's salt several feet thick. The sodium sulphate thus obtained reaches a near maximum in purity, averaging about 98 per cent on a dry basis. In fact, a representative sample, analyzed during the summer of 1947, showed a purity of over 99 per cent. Experts claim that these figures bear out the statement that the Chaplin plant can produce natural sodium sulphate as pure as any in the world.

The sodium sulphate produced in Saskatchewan ranges from 95 per cent to 99 per cent in purity. Because of this fact, it undergoes no refining other than dehydrating, plus a simple washing of the raw Glauber's salt in certain instances. Usually the crude Glauber's salt is put through drying kilns. These are barrel-like machines approximately six to eight feet in diameter and around 110 feet in length. The cylinders are set at a five degree angle and rotate slowly. Heat, from bunker fuel or coal, is

applied at the lower end and the mineral is fed into an aperture at the high end. By the time the sodium sulphate is expelled, it has lost its water of crystallization. Great care must be taken to maintain the heat in the kilns at a level temperature, as the mixture has a tendency to cake on the sides of the drum when part of the water has been removed. By careful regulation, this material is limited to a short portion of the kiln, where automatic hammers knock it loose.

The Lake Chaplin project is located just on the outskirts of the village of Chaplin. At the present time, the plant employs about 100 men and thus is the largest sodium sulphate plant in the province.

What about other future possibilities? That question is being asked frequently. Since 1938, there has been a one hundred per cent increase in the demand for sodium sulphate from paper manufacturers alone. With respect to this field alone, W. James Bichan, Saskatchewan Director of Mineral Resources, recently made the following statement:

"It has been estimated," he said, "that by the end of 1948, paper mills in the United States and Canada will be using more than 800,000 tons of sodium sulphate annually. This represents over 80 per cent of the total North American industrial consumption of this mineral."

A PRAIRIE ANECDOTE:

A newcomer to Canada walked into the clothing store and asked for some heavy underwear. After seeing a few samples, he said to the clerk, "These are not good enough, I want it lined with fleas." "Sorry," says the clerk, "but we sell no pets." After more explaining, the clerk wrapped up a suit of fleece-lined underwear.

(Peter Polney, New Westminster.)

The Fourth (AND A HALF) Estate

by HOLLAND B. BLAINE

An Original Saskatchewan Digest Feature

CHILDREN everywhere, at least in established communities, are accustomed to large, fat Sunday editions of newspapers, complete with supplements and pages and pages of colored comics. In some parts of the world, not so very far away, the bright national weeklies are seldom seen. Even daily newspapers are practically unknown.

Some distant, untamed country? No! Not at all! One such place is in the far northern section of Saskatchewan, where isolation and uncertain travel conditions allow only irregular contacts with the outside world. But the lack of regular newspapers has resulted in an interesting and possibly significant development in many of the province's remote northern communities.

In many of these little settlements, tiny mimeographed newspapers have sprung up. Although crudely produced by "outside" standards, the little papers give a fascinating account of community life in the north. They are jam-packed with brief articles about school activities, births, deaths, social and business affairs of the communities. In addition they provide a place where children and often adults can demonstrate their adeptness at writing poetry, drawing illustrations or cartoons and dreaming up jokes and recipes. In fact most of the mimeo papers even carry advertisements for local merchants or the Hudson's Bay Company Posts to help cover expenses.

Although the newspapers are school projects, they are designed to serve the whole community. Many of the articles are written by school children with what is sometimes amazing originality and imagination. Frequently the older people in the settlements contribute items while the editorial responsibility rests, usually, on the local school teacher. Unlike similar projects in established communities, the colorful northern papers are very much a part of the general life of their settlements. They are not read just by school children alone. In fact on the day of publication most of the adults in the districts call at the local school to pick up their copies, rather than wait until the children make deliveries.

And how did these little papers get started? Well, the credit can properly be given to C. H. Piercy, administrator of education for northern Saskatchewan. When Mr. Piercy was instructed by the Saskatchewan Department of Education to investigate school conditions in the north, he found education in a deplorable condition. His main task was to establish more and better schools, but he recognized, too, that these remote settlements needed something more than just education. One of the things he felt was badly needed in most of the communities was some form of journal to reflect the northern way of life and to provide the people with a means of expression. But papers call for print-

ing presses, paper, expert printers and above all, capital. The only answer seemed to be in encouraging the establishment of small, mimeographed booklets and news sheets that could be published once a month.

The first paper to get under way, was the *Stony Rapids Review*, which began its life on a gelatin duplicator in March, 1946. Since then eight other schools in the north, in conjunction with their communities, have started papers. Most of them have been endowed with picturesque names, quite often in keeping with the unspoiled beauty of the natural surroundings.

For instance, there is the *Lac la Ronge Ripples*, published in the little settlement of La Ronge, located on one of the most beautiful lakes in Saskatchewan about 140 miles north of Prince Albert. Then there is the "Beautiful Valley Echo," published at Beauval, 150 miles farther west. There is the "Whispering Pines" at Green Lake; the "Island Breezes" at Ille-a-la-Crosse; The "Northern Star" at Sandy Beach, Island Falls. Among the not-so-colorful names are the "Camsell Portage News"; the "Narrows Narrator" at Buffalo Narrows; the "La Loche Post" at Portage la Loche and the "Stony Rapids Review."

The interest shown in the papers by all members of the northern settlements is a result, not only of the work and care of the school children, but probably more so because of the fact that the papers really contain news of interest to northern residents.

The little papers reflect the conditions of life found in Saskatchewan's northern communities. Moreover, they show the difference between the isolated settlements in the north and the more "civilized" com-

munities found in the southern part of the province.

For instance, would you consider it important if you heard of a lake freezing over? Not likely unless you live in California or Florida or some other section where lakes are not in the habit of becoming ice-bound.

In far northern Saskatchewan the freezing of lakes is commonplace but yet it is a matter of extreme importance. It means a drastic change in methods of transportation. Canoes and boats are changed for dog-teams. Aircraft adapt themselves to winter conditions with skis in place of pontoons and cross-country walkers must use skis or snowshoes. But the in-between seasons—early in the winter or late in the spring are times when there is little movement in the north. Ice in the lakes and rivers prevents the use of water craft and at the same time is too treacherous for aircraft to land upon. The "Camsell Portage News" recently mentioned the subject in an editorial.

"There has been no mail service for nearly two months . . . but the first airplane suddenly zoomed over Camsell Portage the other day. . . ."

It is almost a maxim for these tiny northern papers that any real news must concern itself with transportation and communication. Thus many of the stories deal with dog-teams; airplanes; river barges; canoes and tractor trains.

Last January the "La Loche Post" ran a banner headline that would never have seen the light of day in a larger newspaper. It was made up of two words: "CATS! CATS!" In fact in outside communities it probably wouldn't make sense, but in Portage la Loche it meant a great deal, for the story dealt with the arrival of the "cat swing"—the caterpillar tractor freights, in the community.

Food, of course, is a prominent item in most of these northern papers. This is particularly true in the Athabasca area where fresh meat is difficult to obtain during the winter months. In the papers north of La Loche, great emphasis is placed on the arrival of the caribou and the ptarmigan. To the far northern residents, these animals and birds are an important source of fresh meat and their failure to come south from the North West Territories at the regular migration period, is in the nature of a catastrophe.

In one of last winter's issue the "Camsell Portage News" carried a large drawing of a caribou on the front page. Lettered in beside the illustration were the words: "THE CARIBOU ARE COMING." The same month the "La Loche Post" carried a banner heading: "CARIBOU! PTARMIGAN!" One issue of the "Stony Rapids Review" devoted a fair amount of space to the coming of the caribou last year. Here is how the editor expressed himself. "Great excitement hit Stony Rapids as the caribou arrived earlier than usual. Everyone, armed with packsack and gun, set out to welcome them. . . ."

The migration of the caribou provides a curious sidelight. When the animals move down from the north, they go as far south as Buffalo Narrows for the winter. In the spring, just before the break-up, they migrate north again, going far into the North West Territories. Thus the northerners are left without fresh meat until the herds return south in November.

This lack of fresh meat has resulted in the Saskatchewan Department of Public Health making large shipments of cod liver oil to the north to overcome the children's un-

luxury and they anticipate, with delight, the day when they are given their cod liver oil ration.

For those who may be doubtful, let's read an extract from one of the issues of the "Beautiful Valley balanced diets. Normally children dislike cod liver oil, but believe it or not, the youngsters of the remote north look upon the medicine as a Echo." "When Mr. Piercy came to the school he told us that the 95 gallons of cod liver oil were not only for the school children, but also for the little ones not yet coming to school, so that when they do come they will be healthy . . . a group of three has been chosen to fill up the bottles as soon as they are brought by those who wish to have some of the delicious oil."

Similar items can be found in all the other northern papers. The "Camsell Portage News" in an editorial recently stated that "one of the standing problems at our school is how to keep those cod liver oil spoons wrapped up in paper and in the desks."

The little northern papers play an important part in promoting adult education. Many of the trappers and fishermen in the north read and write with difficulty and night classes are conducted in the schools not only to rectify this situation, but to improve the standard among other adults as well.

In one of the papers, the "Stony Rapids Review," residents of the community recently saw this headline, "LEARNING IS FUN! COME TO NIGHT SCHOOL!" The story goes on to say that, "if you are not over 80, you are not too old. There are 17 attending at present but we have room for more."

One of the prominent subjects taught at the night schools, which

(Please turn to Page 40)

The R.C.M.P. Have Revived



The Musical Ride

by CHRIS HIGGINBOTHAM

WITH pennants of blue and gold fluttering from their lances, 35 scarlet-coated men on coal black horses are once again showing the people of North America the superb horsemanship that is still something more than a hazy tradition with the Royal Canadian Mounted Police.

For the first time since it became a war casualty nine years ago, the famous Mounted Police musical ride has been revived and recently toured the United States. It climaxed its tour in Madison Square Gardens in New York at the National Horse Show in November.

The Ride started more than 25 years ago as part of normal training exercises at the Mounted Police Training Depot in Regina, and is regarded as one of the most spectacular equestrian exhibitions ever seen on the continent. For 12 minutes, horses and men whirl and turn, perform intricate drill movements with precision and keep time to music led by an RCMP bandmaster.

In the revived musical ride, the training, discipline and spirit of the Force is exemplified. The men who

take part in it are not professional performers but general duty officers, non-commissioned officers and men. Their ranks and pay differ in no way from others in the Force. They were selected from a normal equestrian course in one of the toughest riding schools in the world, because of their ability.

Their instructor, Staff Sergeant C. Walker, a former British Imperial Army cavalry man, accompanies the ride. Their Commanding Officer is Inspector William Dick of Ottawa and the Musical Director, Sergeant E. J. Lydall, of the Force's also famous band. On return of the ride to Regina, late in November, any of the men may be posted to any detachment in an area larger than Europe, in which the Force upholds its motto to "maintain the right."

Their duties range from tracking down criminals by dogteam or plane in the Arctic, to performing everyday services. They may deliver mail by motor cruiser to a lonely lightship or by dogteam to trappers on Hudson Bay; act as game officers or check the velocity of water in Canadian streams; they may search for lost children or save the lives of fishermen at sea.

But the musical ride itself is a living symbol of when a man on a horse was king in the Canadian West. In 1873, when the Force was formed, the whole West was an uproar of lawlessness and disorder. Across the prairie wilderness, the mounties with their train of ox carts and primitive artillery, a force of

• • • • •
• THE POMP AND CEREMONY; THE PRECISION AND RHYTHM OF THE MUSICAL RIDE HAVE THRILLED THOUSANDS OF PEOPLE THIS YEAR.

less than 300, made a memorable trek and set up posts. One post of 150 men and horses handled 30,000 Indians and the groups of white whisky smugglers.

With the coming of mechanized era, things have changed. Emphasis is now placed on modern police methods, rather than horsemanship. Men in the musical ride have been taught about counterfeiting, fingerprints, photography, toxicology and forensic medicine. They can tell by scientific methods from what distance a person has been shot and are familiar with such subjects as portrait parle, a system of visual description from which an artist can draw a perfect likeness.

With this streamlining of the Force, the horse has been relegated to the background but not forgotten. At the prairie depot, the bugler still sounds the call to stables and men go through their paces in the riding school. Far sighted RCMP officers visualize occasions when a man on a horse may still be needed, if only rarely. Even the horses in the musical ride are not untouched by the new order of things. On tour, they ride in steel railway cars, each with its special stall and electric lighting. That's a far call from the days of '83, when a one-man, one-horse patrol rode for weeks in bitter cold or burning heat to "maintain the right."

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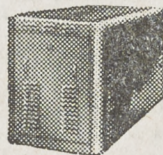
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PRAIRIE PAINTER

by STEWARD BASTERFIELD

Reprinted from Saskatchewan Recreation

IT is only a little more than a year since the death at Saskatoon of Professor Kenderdine, Director of the School of Fine Arts at Regina College, and of the Summer Art School at Murray Point, Emma Lake. He had been busy at Murray Point, as he had been every summer since the founding of the Art Camp in 1936, when he became ill and was taken to the hospital in Saskatoon. Just when he appeared to be making good progress towards recovery he passed away.

It is difficult to express our sense of loss at his departure, because, despite his advanced age, his vigour and youthfulness of spirit had made us think of him as ageless. He was always there with his good humour, his kindness, his great love for his fellows, and his passion for the beauty and freedom of nature in which he found such inspiration for the expression of his artistic soul. He was a unique character and we who knew him intimately feel that we shall not look on his like again.

Augustus F. Kenderdine was born in Blackpool, England, and received his art training in Manchester and Paris. He exhibited paintings in both of these cities as well as in London. About 1907 he felt the lure of the West and took up land near Lashburn, Saskatchewan, where he farmed and ranched for several years. He found inspiration for his painting in the wide-flung prairie landscape and in 1920 travelled to

Saskatoon and held a one-man exhibition. He was immediately recognized as an artist of great merit and received an appointment as Instructor in Art at the University of Saskatchewan. In 1934 when Regina College was incorporated in the University, he was appointed Professor of Art and Director of the School of Fine Arts at the College in accordance with an agreement to develop the teaching of art in the newly adopted institution. In 1935 the Summer Art School was opened at Murray Point and Mr. Kenderdine became its presiding genius. This project lay nearest his heart and he laboured unceasingly to make it a centre of inspiration for young and aspiring art students, and especially for public school teachers who were enabled to combine study with recreation and return to their schools with new enthusiasm and energy for their work.

Kenderdine's work as a landscape painter has, in my opinion, set him in the front rank of Canadian artists. Although he appeared casual and unhurried he was a man of great industry. Not a day passed without its quota of work being done. He never waited for inspiration but sought it by continuous study and observation. He roamed the prairie and the north land and revelled in the free out-of-door life and the ever changing beauty of nature. He caught the sweep of the wide prairie horizons, the color and atmosphere, the magnificent skies

with their massed clouds in wind and rising storm. He portrayed with power the majesty of forest and mountain and the turbulence of rugged waters. He unfolded the serenity and peace of secluded valleys and placid lakes. He has made us see the great North-West in such vivid and arresting fashion that his work can never be forgotten. He has revealed the spirit of a great new land with its call to enterprise and adventure.

In his later years he showed a surprising development of artistic power. Kenderdine did not stagnate or repeat himself. He moved away gradually from the wide landscapes and studied more intimately the possibilities of small compositions. He has left us some delightful and delicate studies of winding creeks and soft winter evening light on birch and poplar, studies that show his versatility and range of feeling and mood.

Kenderdine's painting naturally belongs to a period. It shows undoubtedly the influence of the 19th

century English and French schools of thought, but this does not mean that his work is outmoded. It is highly individual and, like all great art, is essentially timeless in its embodiment of æsthetic values and the eternal quality of nature herself. His pictures are a lasting memorial to a fine and discerning artist whom Canada does well to honour as one of her most distinguished sons. It is hoped that a collection of his paintings may become permanently available for exhibition at some suitable location in the province. It would be a fitting tribute to his memory and a constant source of inspiration to the many art lovers who have made homes in the West.

He lies at Lashburn, not far from the spot where he first pitched his tent in the promised land, but one likes to imagine him with brush still in hand, mixing new and more wonderful colours on his palette, and painting enchanted landscapes in a fairer country where age cannot quench the flame of his eager and questing spirit.

KENDERDINE . . . a Man of Rare Humor!

A couple of years ago, I had the pleasure of interviewing Professor Kenderdine on a C.B.C. Broadcast. I saw the genial artist several times beforehand, while preparing the necessary script.

During one of our meetings, I asked him if he could recall any particularly humorous incident during his life in Saskatchewan, that could be used in the broadcast.

He quietly smoked his pipe, for a few minutes, before he replied.

"Possibly I should tell you," he said, "about the car I had when I first moved to Saskatoon, in the early twenties, but we won't use the story on the broadcast."

Apparently Prof. Kenderdine had

owned an old model T touring. Being a confirmed pipe-smoker, he had taped two empty baking powder tins to the steering column. In one, he kept matches; in the other, pipe tobacco.

He found it difficult to fill and light his pipe while driving, so he rigged up a loop of rope so that he could steer momentarily with his feet.

"You know," he laughed quietly as he told me, "I'll never forget the look of astonishment on the faces of bystanders, as they watched me go along the road, using both hands, while lighting my pipe and the old Ford apparently steering itself."

—The Editor.



SHEEP KILLERS

by DAVE INNES

Reprinted from The Saskatchewan Farmer

COYOTES are a big headache in the lives of prairie sheepmen.

When sheepmen gather it's usually one of the main subjects of debate and it was just that at a general meeting of the Saskatchewan Sheep Breeders' association at the Kitchen-er hotel Tuesday evening.

The coyotes were the subject of two resolutions approved by the organization.

Department Cited

One asked that the government reconsider its suspension of the coyote bounty while another, which drew a lot of laughter and lively discussion, urged the Saskatchewan department of natural resources be held responsible for losses suffered by sheepmen through depredations by wolves and coyotes.

The resolution drew a round of laughter when read by Secretary Alex Hall but it won approval from the meeting after speakers emphasized that losses by the raiders were cutting into the industry heavily.

Just as owners of dogs are responsible for losses caused by their animals so the department should be responsible for losses suffered by sheepmen, the resolution declared.

"This may seem drastic but if we hold the owners of dogs responsible the department also should be responsible," President W. L. Dennis of Parkman declared.

Breeders May Quit

"I venture to say if we don't get some protection there will be fewer breeders in this province," he said.

Of the coyote bounty suspension, Agriculture Minister I. C. Nollet explained the government "just ran out of money, but it was expected the coyote bounty would be paid on a year-round basis next year. He explained so many coyotes were killed this year the appropriation for bounties had run out.

Joseph Moffat, sheep breeder of Sinaluta, urged a mass campaign to kill off coyotes and wolves be carried out by the three prairie provinces.

"Just buy yourself a couple of wolf hounds and you won't have any trouble," Joseph Tait, Weyburn, told Moffat.

Another sheepman declared he had lost as many sheep by dogs as coyotes but he backed the resolution.

William Hudson, Alberta sheep breeder of Kathryn, declared the coyote menace was driving growers out of the sheep industry in Alberta, too, and in his district 12 breeders had dropped out of the business. But he said the problem was up to the sheepmen as well as governments.

James Whitehead, Saskatoon, told the meeting the bounty had killed off the coyotes so well he had found it safe to let sheep run.

A further resolution, moved by Nixon, that the fall fair be thrown open to Manitoba breeders for exhibition purposes, was withdrawn after

lively discussion as to why the shows had been falling off in recent years.

Maurice Hartnett, deputy minister of agriculture, declared the sheepmen couldn't meet the demands for rams now and it wasn't consistent to ask outside exhibitors in, while Charles Harlton, exhibition board director, declared the fall sale was on sounder footing now than in earlier years when it was open to breeders from the entire west.

Livestock Looking Up

Mr. Nollet, in a brief address, declared that the livestock industry was looking up now. The grain people, he said, had had their heyday.

"Perhaps the day of the livestockman, the poultryman and the dairyman is just around the corner."

He emphasized his department was pushing a program for diversification while a policy of conserva-

tion must be followed for the good of the soil and the future of generations to come.

A. D. Munro, supervisor of Dominion marketing and grading services, Saskatoon, outlined the rail grading picture as it would affect lamb or mutton if brought into effect

He declared it required a lot of exploratory work but some rail grading had been done in New Brunswick and Ontario. He said he could see no great difference between the east and west and grades used in the east should be applicable here.

Eric Beveridge, livestock commissioner, in an outline of the ram distribution policy, declared consideration should be given to including two shearling rams, because there seemed to be good ones available. Demand for rams had been large, he said, but it was hoped to fill all orders.

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When father first had his farm, he hired several men (all strangers) to clear a few acres of land for him. One evening, one of the hired help came to borrow a bar of soap. Upon receiving the soap, he asked in broken English, "How much money?" When informed by my mother that it was free, he then said, "Give me two."

(Mrs. Adele Gagnon, Edmonton)

* * *

The farmer's wife sent the new girl, just over from Europe, to the butcher store in town (Lloydminster, Sask.) to buy some pickled pigs' feet. The girl did not know very much English so the lady instructed her, as she thought, very thoroughly in what to ask for at the store.

When the girl returned with the purchase the lady asked her if she had any trouble getting what she was sent for.

"Did you remember the name, pickled pigs' feet?" asked the lady.

"No, madam," replied the girl, "I forgot the name but I took off a shoe, and pointed to my bare foot and grunted like a pig. The nice man at the store understood what I wanted."

The lady looked at the girl thunderstruck, then she exclaimed: "Thank heavens I didn't send you for ham."

(G. Holmbergh, Vancouver)

* * *

In a small country village, an Indian who was rather limited in the use of the English language, came to the village general store, and said to the proprietor, "I want to get an empty barrel of salt to make my dog a chicken-coop."

(Thos Annett, Fairmount, Sask.)

A visitor in arid, wind-swept Saskatchewan was commenting unfavorably on the country to a native. "Ye gods," he asked, "doesn't it ever rain here?"

"Oh, yes," the Saskatchewan farmer replied seriously, "last week they had a nice rain over northeast of here about 15 miles. But I was busy and couldn't go."

(H. G. Williams, Abbotsford, B.C.)

* * *

Recently there passed away in Tisdale, a friend and most respected citizen, who had the misfortune to be stone deaf and extremely short-sighted.

Nearly 40 years ago, on a cold winter's day, he went to Prince Albert to file on a homestead. He contracted influenza. All the local "Mounties" knew him well. One of them found him a bed in the prison and called the doctor. His diagnosis was: "A severe case of 'La Grippe'."

The story of the sorry plight of my friend was told and re-told until—as Editor of the local paper, I received an excited telephone call: "Say! You know that lad who writes rhymes to your paper?" "Yes." "Well, he's in Prince Albert prison for stealing a grip!"

If I hadn't sought confirmation, my honest old friend might have lost his good character.

(W. Boyle, Vancouver)

Saskatchewan Digest will pay \$3.00 for every Anecdote accepted for this page. Keep them brief and remember, they must be true. Send your Anecdotes to Prairie Anecdote Editor, Saskatchewan Digest, Dominion Bank Building, Regina. If you do not hear from us within 3 weeks you can assume your contribution will not be used.



Pintos OF THE PLAINS

by SPENCER FREER

Reprinted from The Farm and Ranch Review

WHO does not admire a pinto saddle horse? The three ring circus has always been quick to assess the high box office drawing value of well matched pintos. How glamorous were those circus days when we were very young, and could share the ecstasy of the small boy, who exclaimed, "Oh, mom. Ain't the circus horses grand!"

A popular name for the pinto horse in many parts of western Canada and the United States is the paint horse. The name is exceedingly appropriate. How a horse with such curious, and sometimes even fantastic markings was produced in the first place, is a subject that has always been of interest to horse lovers in every section of the country.

The history of the pinto horse in America shows clearly that this particular strain of horses was gradually established over a long period of years by crossing Arabian and other saddle horses with the Indian ponies of the American Southwest. To trace back further, where did the Indian ponies come from? Undoubtedly these were obtained by trade or by treaty with the early Spanish settlers who penetrated up the valleys of the Pacific Southwest from Mexico. It is extremely doubtful whether the isolated Spanish groups of that time would part with saddle ponies to the treacherous Indians roaming then, so a fairly safe surmise is that many of these ponies were stolen from Spanish outposts,

and ridden away to remote northern ranges of the various tribes. Confirmation of the fact of the pinto's origin deriving from Spanish stock of Mexico and what is now California, may be found in the following proof, that whereas the pinto horse is quite common in western Canada and the western States, he is comparatively rare in the eastern and central parts of the North American continent.

Most of the earliest paintings of artists depicting the meetings of white men on horseback parleying with Indian tribes of western America show the Indians wearing their war regalia and feathered bonnets, and mounted on pinto marked ponies. These ponies ridden by the Indians, many of them with distinctive pinto markings, were tireless little steeds having hoofs of iron, and limbs of steel for endurance, as every pioneer of that day could testify. It would seem therefore, if we trace the history of the pinto horse back far enough, we discover the strain of horses goes back to the Spanish Conquistadors.

In the foothills country of Alberta, and within sight of the snow-capped Canadian Rockies there existed for many years the only herd of pinto horses in Canada. This herd has now been disbanded, and the horses sold and scattered widely over the province, bought mostly by horse lovers who craved a pinto saddle horse. To see these beautiful crea-

tures with their sharply marked foals at foot, swinging into an easy canter across the open range was a sight to gladden the eye of the most stolid horseman.

Some years ago, before the pinto herd was disbanded, the writer had the pleasure of an unhurried inspection of the entire herd at close quarters, and accompanied by the Alberta rancher. It was a perfect summer morning on the prairie, and we drove in his car right up to the herd, and leaving the car walked in leisurely manner through them at close quarters. Many of the pintos could be approached and handled, and all of them seemed gentle. There was no snorting or fear displayed, not even by any unbroken fillies or colts.

In color these pinto horses were bay and white, black and white, chestnut sorrel and white to varying shades of cream and white. Some of the markings were lovely and striking. In fact the thought occurred to me at the time that we might have been walking through a herd of zebras on the veldt of central Africa. That, I think, fairly describes how striking these pintos were in color markings. Having left the car at the outskirts of the quietly grazing horses, we continued to saunter through the herd, and handling some of the more placid tempered ones.

I found the herd of pinto horses consisted of about fifty head altogether, and the band ranged in age from foals and yearlings to nine years old. None of them was imported, and all these pintos were strictly Alberta bred. Much of the stock traced back directly to well known thoroughbred and Arabian sires of the western United States. To quote the words of the breeder

of these pintos: "Some of these horses and colts are four times thoroughbred stock, absolutely pinto in markings." Others again, are one-half and three-quarters Arabian blood, and here, too, the curious pinto markings prevailed in every case."

Several of the more mature horses showed marked Arabian characteristics. None of the pintos had any "wild horse" or outlaw symptoms. From baby foals up the pintos seemed to possess a happy combination of high spirits and gentleness. It was hard to believe that actually their home was the range, and the lone prairie.

It may be said that the reputation of these paint horses spread far beyond the boundary of the foothills country of Alberta, and before the herd was disbanded tourists and ranchers as well, often drove long distances from other States and provinces to see for themselves. On various occasions prominent horse breeders said these particular pintos were the finest type of paint horse they had ever seen anywhere. To the former owner's lasting credit it may be said that he never sought to commercialize these pintos, and it is extremely doubtful if he ever made a profit out of them over a period of years.

A famous American circus once heard of this little band of pinto horses, and sent a representative to Alberta with instructions to buy the lot, which presumably was not many at that time. The owner however, was unable to bring himself to part with his pintos, and refused a surprisingly good offer from the circus agent. There are few things that money will not buy, but sometimes a horse is one of them!

Big Turkeys Are Out

by DAVE INNES

From The Saskatchewan Farmer

BRED to fit the ovens of city homes and apartments a white plumaged turkey is making its debut in the west.

It is the Beltsville White, a breed of turkey in which the toms reach a top of about 16 pounds, the hens 12 pounds.

It's not the first white turkey, of course, because White Hollands reach almost as large a size as the well-known American Bronze in which breed the toms go to 25 pounds and better.

Twenty pounds and better is a lot of turkey and it takes a big oven to roast one of the birds. And since big ovens are out in modern city homes—and a lot of farm residences too—the turkey breeders have been cutting down on the size of their birds.

The Beltsville White is the answer, according to Fred Brown, a bookkeeper of Pense, Sask., near Regina, who would like to get out of the bookkeeping business altogether and go in for turkeys exclusively.

Mr. Brown raised several hundred turkeys this year—40 of them Beltsville Whites. He would like to build his flock up to 2,000 birds, from which he believes he could make a living.

Plans More Beltsvilles

Fred says the Beltsvilles were originated in the U.S. and only recently made an appearance in Can-

ada. He thinks they are the bird the market wants and intends to increase them to half his flock next year.

"They don't seem to require as much feed as the Bronze," Fred says, "and their mortality seems very low. I expect to make as much out of them."

The Beltsvilles are a broad-breasted bird, packing a lot of meat on the breast, where it's wanted. In contrast White Hollands are more rangy.

Brown, who bought his poults from a Regina hatchery, says turkeys only require roofs to protect them from hail after they've left the brooder house.

Gumbo Not So Good

Fred finds the gumbo land around Pense not so good for turkeys, because they seem to contract a fungus disease after a rain and die off. He thinks a lighter land would be better.

All his stock is purebred and though they could be used for breeding purposes most of them will find their way to the dinner table. In fact a number of them did just that at a turkey shoot at the nearby farm of J. Seaberley for which Brown supplied the birds.

Brown, who used to be in the lumber business before coming to Pense in 1943, says he's spent some pretty long hours this year between his bookkeeping job and his turkeys. That's why he'd like to forget about the books and just raise the gobblers.

Memorial Avenue

(From Page 13)

ested. A certificate surmounted by the city's crest is given by the city to each owner of a tree. The trees with few exceptions have grown beautifully, very few having to be replaced.

Each August a dedication of more names and new trees takes place on Decoration Day, each tree decorated with a small Union Jack, with flowers by the citizens, who thus acknowledge their grateful admiration for the valor and devotion of those who have given their lives in the service of their country, and tendering their sympathy to their relatives and friends.

Many people have taken advantage of this means of putting up a memorial to those killed in action. Along the Memorial Drive and through the cemetery, the line of memorial trees has grown from 266 to over 700.

Fourth AND A HALF Estate

(From Page 29)

also is an important part of the school curriculum, is the conservation of natural resources. The people who dwell in the north depend on natural resources for their livelihood and this matter is frequently mentioned in the local papers. Not long ago the "Stony Rapids Review" remarked, "forest fires not only destroy trees but all the wild life and fur bearing animals . . . and the life work and lives of many people."

Of course the papers play up the outstanding personalities in the community just as is done in larger journals. They tell readers what is doing with the local priest, the Hudson's Bay factor, the passing trapper or possibly a visiting government or church official. But there is one man whose name appears more frequently than any other. In fact, you can see it in most issues of all the papers from the "Camsell Portage News" to the "Lac la Ronge Ripples." That man is C. H. Piercy, the school superintendent of the north and the man whose initiative resulted in the establishment of these many little papers.

"Chet" Piercy is famous in the north. He is also loved and respected by all, children and adults alike. To the northerners he is "Mr. Magic" for he builds the schools, finds teachers and supplies the kiddies with their cod liver oil.

Possibly it is a form of journalistic justice that one of the "classics" appearing in the "Beautiful Valley Echo" should have been written about C. H. Piercy.

"You both have answered very well;
On duty and on pleasure bent;
Yesterday, as you can tell,

Kind Mr. Piercy came and went.
But the memory of this pleasure
Dwells with us, so let us pray
That 'ere long upon time's measure
He will come again our way."

Judge "Guilty or not guilty?"

Rastus: "Not guilty, suh."

Judge: "Have you ever been in jail?"

Rastus: "No, suh, Ah never stole nothin' befo'."

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Over \$200,000 Earned for Citizens

in first 3 years, in addition to over \$400,000 premium saving.

Administering the Automobile Accident Insurance Act

"The World's Most Advanced Auto Insurance Plan."

Over 675 Agents in 530 Communities in the Province

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HON. C. M. FINES
Minister

HEAD OFFICE
REGINA

M. F. ALLORE
Manager